

Montana and the Sky

Vol. 34, No. 8

MONTANA AERONAUTICS DIVISION

August 1983

Aeronautics Board Increased by Two

Governor Schwinden has announced the appointment of two new members to the Montana Aeronautics Board. The appointments came as the result of action by the 1983 Legislature which increased membership on the Board from seven to nine members.

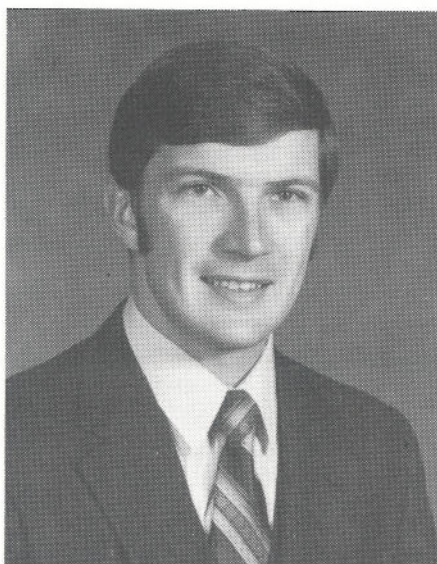
Appointed by the Governor to represent the Montana Airport Managers Association was Ted Mathis of Bozeman. John Wall of Helena received the appointment to represent the general public.

Born and raised in White Sulphur Springs, Ted Mathis is currently manager of Gallatin Field. He attended the Helena Vo-Tech airframe and power plant division, graduating in 1970. He then earned bachelor's degrees in secondary education with an industrial arts major and vocational education with an aviation maintenance major from Northern Montana College in 1974.

Ted is a licensed airframe and power plant mechanic and holds a license as a commercial pilot. He attended the Montana Aeronautics Division's mountain search pilot clinic and is certified for mountain search. He has worked as a charter pilot, manager at Yellowstone Airport, and assistant manager at the Helena Airport.

A part-time employee of the Montana Aeronautics Division during his college years, Ted became a full-time employee upon his graduation in 1974. He left the Division in 1980 to take the position with the Helena Airport.

Besides the Montana Airport Managers Association, Ted is a member of the American Association of Airport



Ted Mathis

Executives, the Aircraft Owners and Pilots Association, and the Montana Pilots Association.

Ted and his wife Constance live in Belgrade.

John Wall is a native of Helena and attended grade school, high school and Carroll College in Helena. He has been president of Power Townsend Company, a Helena hardware store, since purchasing the store from his father in 1966. As a youngster, John worked in the store for his dad. He is still actively involved with the business but shares the responsibilities with his son Michael, who is also a member of the Helena Airport Board.

John served as president of the Montana Hardware and Implement Association for two years and was MHIA's

first second generation president. He has been an active member of MHIA's Legislative Committee on both the state and national level and has attended many National Retail Hardware Association seminars and congresses, both regional and national.

In addition to his work-related activities, John has been president of the Helena Chamber of Commerce, board member and secretary for the Helena Jaycees, committee chairman for the Montana Jaycees, president of the Capital City Merchants Association, and committee chairman for the National High School Rodeo, to mention just a few.

John and his wife Arlene live on a ranch in the Helena valley. They have two sons and one daughter.



John Wall

Administrator's Column

I was pleased to have been notified that Governor Schwinden has appointed Ted Mathis of Bozeman and John Wall of Helena to fill the two new positions on the Aeronautics Board. The membership of the Board was increased from seven to nine members by action of the 1983 Legislature. Ted was appointed to represent the Montana Airport Managers Association and John will represent the general public. Their membership should bring an added dimension to the Board. I congratulate Ted and John and look forward to working with them.

* * * * *

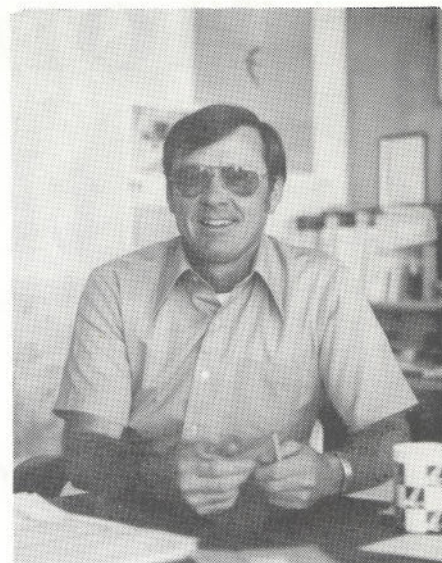
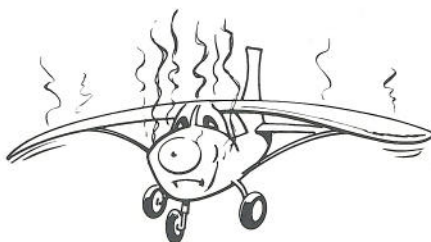
The Schafer Meadows annual fly-in was once again a big success. About twenty-four airplanes flew in. Several items of maintenance were accomplished by the volunteer workers on Saturday, which included sign repair and painting, rock picking, resetting campfire grills, campground cleanup, servicing windsock standards and installing new windsocks, and filling in gopher holes. The U.S. Forest Service is still looking at doing something about limiting the use of the airstrip and they do not like the number of airplanes this annual fly-in brings in. It is hard to explain that this is a once-a-year work session fly-in for a worthy cause and it actually helps them maintain the airstrip. Some of the work accomplished directly relates to safety and it is obvious that they are not able to keep ahead on it. During the three days of this fly-in, at least as many other airplanes landed at Schafer airstrip as those who actually participated in the fly-in. Most of them were commercial operations. I repeat that our fly-in is only once a year and is for a worthy cause, not to mention the fact that the aviation fuel consumers of Montana have a sizeable financial investment in this airstrip and campground. (Pictures from Schafer Meadows will be included in the next issue of *Montana and the Sky*.)

* * * * *

The BPA is once again considering the high power line crossing at Rock Creek. The proposed crossing is about 600' high with a 4,900' span. It is at the mouth of Rock Creek where it flows into the Clark Fork River and immediately south of the Rock Creek airport. We feel that if this power line crossing is allowed it will create a serious safety hazard to aircraft flying this commonly used and long established low altitude VFR flyway. We are strongly opposing this proposal and need your input on this issue. If you wish to voice your concern, you may write us here at the Montana Aeronautics Division.

Ultralight Clinic Scheduled

An ultralight examiner clinic sponsored by the AOPA Air Safety Foundation will be held August 27 in Spokane, Washington, from 8:30 a.m. to 5:00 p.m. Cost of the program is \$120. If you plan to instruct in ultralights, this is for you. Contact Debbie Stottlemeyer at the AOPA office, toll free 1-800-638-3101 for further information.



Montana and the Sky
USPS 359 860
DEPARTMENT OF COMMERCE
Ted Schwinden, Governor
Gary Buchanan, Director

Official Monthly Publication
of the
AERONAUTICS DIVISION
Phone 449-2506
Box 5178
Helena, Montana 59604
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MONTANA AND THE SKY is
published monthly in the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$2.00 per year
Editor: Martha E. Kurtz



FAA Lists Counselors

The FAA has provided *Montana and the Sky* with a listing of current Accident Prevention Counselors for Montana and the Designated Written Test Examiners. They are as follows:

Accident Prevention Counselors:

Belgrade:	David Stradley
Big Fork:	William Hewitt
Big Sandy:	Wayne Turner
Big Timber:	Robert Ferguson
Billings:	Ralph Young
	Jerry Knowlton
	Thomas Lynch
	Gerald Mobley
	Bob Palmersheim
	James Rothrock
Bozeman:	Albert Newby
Butte:	George Wetherell
Chester:	Joel Fenger
Columbus:	Fred Lueneburg
Culbertson:	Dennis Elgen
Cut Bank:	Steven Palmbush
Dillon:	James Morris
Forsyth:	George Tillitt
Glasgow:	Victor Wokal
Glendive:	Edgar Justesen
Great Falls:	Jens Spring
Helena:	Jeff Morrison
	Patty Mitchell
	Mike Ferguson
	Fred Hasskamp
Hamilton:	Bill Tubbs
Havre:	Rod Herrig
	Walter Hensley
Kalispell:	Ted Parod
	Lawrence Stockhill
	Mike Strand
Laurel:	Keith Fitchett
Lewistown:	Charles Rogers
	Willard Rimby
Libby:	Charlie Kuzmic
Livingston:	Russell Ferguson
Miles City:	Clarence Ugrin
	Harry Corbin
Missoula:	Lloyd Hansen
	Donald Gaul
Polson:	John Stene
Shelby:	Don Coons
Wolf Point:	Chris Kolstad

Designated Written Examiners for the Helena district are:

Bozeman Area:
Carol Fechter 388-1351

Butte Area:
George Wetherell 494-2455
Great Falls Area:
C. J. Kinna 467-2352
Hamilton Area:
Lonnie Roberts 363-3833
Kalispell Area:
Kenneth Byers 755-0714
Missoula Area:
Donnel Gaul 251-4863
Polson Area:
John Stene 883-6244

Written exams are offered at the FSDO office in Helena on Tuesdays and Thursdays from 8:00 a.m. to 4:30 p.m.

Designated written examiner for the Billings district is Fred Lueneburg 322-4678. Written exams may be taken at the FSDO office in Billings every day between 8:00 a.m. and 4:15 p.m.

Personnel Appointments Announced

Russ Pankey, director of airports for the Missoula County Airport Authority, Missoula, has announced the appointment of **Grant Lindemer** as the new airport manager at the general aviation airport in Seeley Lake.

Monte Eliason has assumed the position of manager of Glacier Park International Airport at Kalispell. Monte has been co-owner of TAP, Inc. of Bozeman for the past 12 years. He was raised in Deer Lodge and holds bachelor's and master's degrees from Montana State University in business and marketing management.

Ray Parks, new owner of Butte Aero in Butte, has become the new District 13 Search Coordinator for the Montana Aeronautics Division. He replaces **Tom Crippen**, who has moved to Colstrip to fly for Montana Power. The Montana Aeronautics Division would like to extend our thanks to Tom for his work as a search coordinator and wish him well in his new position.

CALENDAR

Aug. 19 - 21 — NW Region Flight Safety Clinic, West Yellowstone.

Aug. 22 - 23 — Western States International SAR Advisory Council, Helena.

Aug. 25 — Bozeman Air Show.

Aug. 26 - 27 — U.S. Proficiency Flight Team Competition, Bozeman.

Aug. 27 — AOPA Ultralight Examiner Clinic, Spokane.

Sept. 10 - 11 — MAAA Meeting, Frank Bass home, Moore.

Sept. 15 - 17 — Northwest Section Meeting of the 99s, Hilton Inn, Casper, Wyo. Hosted by Montana, North Dakota, and Wyoming.

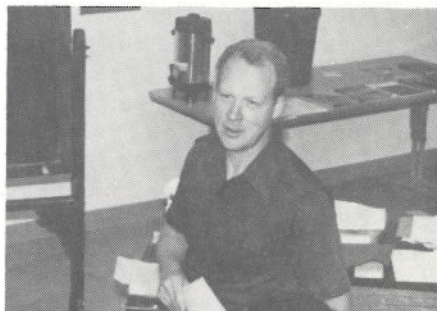
Sept. 23 - 25 — Mountain Search Pilot Clinic.

Oct. 1 — Jackpot Air Race. Contact Patti Thompson, Great Falls, 452-8800.

Oct. 7 - 8 — Flying Farmers Convention, Ramada Inn, Billings.

Oct. 19 - 22 — AOPA Convention and Industry Exhibit, Albuquerque, N.M.

Larson Resigns



The Montana Aeronautics Division has accepted the resignation of Russ Larson of Kalispell from our Aerospace Teacher Workshop program. Russ has served for three years as the Kalispell workshop director through the University of Montana's Continuing Education program. He has also done a great deal at Flathead County High School to make aerospace education an important part of the school curriculum.

Russ will be moving to California where he will be employed as a flight instructor. We wish him well.

KOLSTAD INAUGURATES CANADIAN CHARTER



Members of the Kolstad party prior to departure from Wolf Point to Moose Jaw on June 19 include (from left) Jon Kolstad, Harvey Bryan, Doreene Ingram, Sharon Kolstad, and Jim Kolstad.

In an inaugural flight beginning on June 19, 1983, Kolstad Aviation of Wolf Point became the first and only charter service in northeastern Montana to offer flights to Canada.

Authorization by the Civil Aeronautics Board and the Canadian Transport Commission was finalized in February. Charter possibilities through the Kolstads will include fishing and hunting trips or flights to the Calgary Stampede. They will also be offering flights to the provincial capital, Regina, for a low price.

The Kolstad family flew from Wolf Point to Moose Jaw on Sunday, June 19, to attend the Saskatchewan Air Show. They were accompanied by Harvey Bryan, a member of several local and state economic development committees, and Doreene Ingram, with the Roosevelt County Disaster and Emergency Services and county aging programs.

The air show featured four large hangars covering ground displays, and a fleet of military aircraft were open for tours. Aerial displays featured the Canadian Snowbirds precision flying team and the 2FTS along with other demonstrations.

From Moose Jaw, the Kolstads flew to Saskatoon where they were met by Don Somers, chairman of the Saska-

toon Board of Trade. Mr. Somers, who formed the first Aviation Committee in 1966, now chairs the 78 member committee concerned with air transportation. The evening entertainment was a barbecue hosted by Clinton Forster, president of the Saskatoon Board of Trade.

Monday morning, June 20, the Kolstads were treated to a guided tour of Saskatoon which included a visit with Mayor Cliff Wright. At a Board of Trade luncheon, attended by over fifty

members, the Kolstad party explained their goals of promoting international tourism through their air charter license and their belief in the importance of good air transportation to the growth and future of both countries.

The Kolstads were presented with several souvenir gifts on behalf of the Board of Trade and in return presented the Canadians with an Anaconda copper plate.



Chris and Sharon Kolstad presented an Anaconda copper plate to the Saskatoon Board of Trade. Here it is accepted by President Clinton Forster.



The Kolstad party met with Mayor Cliff Wright of Saskatoon. Standing behind Mayor Wright are Jim and Sharon Kolstad, Harvey Bryan, Jon and Chris Kolstad, and Doreene Ingram.

99s CELEBRATE BICENTENNIAL OF FLIGHT

On July 27 the Montana Chapter of the 99s planted a pine seedling grown in Atchison, Kansas, at the Aeronautics Division office at the Helena Airport.

The seedling was started in the International Forest of Friendship in Atchison, begun in 1973 in honor of Amelia Earhart. The planting was part of the 99s participation in the 1983 Bicentennial of Air and Space Flight. Two special first-day covers of the Amelia Earhart 8 cent stamp were also hand cancelled. One was given to Governor Schwinden, the other to Canadian 99s for delivery to their provincial capital.

U.S. Secretary of Transportation Elizabeth Dole was the official starter for the Flyaway from Amelia Earhart Airport in Atchison on July 24. From there pine seedlings were flown to all the state capitals and the provinces of Canada. Patty Mitchell, a 99 and supervisor of aviation safety and compliance at the Montana Aeronautics Division, flew to Boise, along with area 99s, to pick up the seedling for Montana and another which was given to Canadian 99s during the ceremony in Helena.

The seedling was presented to the state of Montana by the 99s and planted by Lt. Gov. George Turman and Gary Brown, Montana state forester. Other state and federal officials



Taking part in the tree-planting ceremony at the Aeronautics office were: (standing) Bob Taylor, manager, Helena FSDO; Mike Ferguson; Jim Squyres, Helena Post Office; Gary Brown, state forester; Bud Kelleher, Helena Airport manager; Will Mavis, FAA; John Wall, Aeronautics Board; Gary Buchanan, director, Dept. of Commerce; and (front row) Pauline Bayers, Twin Bridges; Lt. Gov. George Turman; Patty Mitchell; Linda Marshall, Bozeman; Tracy Mongeon, Bozeman; Eleanor Bailey, Alberta 99s; Elsie Childs, Helena; Lynn Kitto, Bozeman; Carol Tucker, Alberta 99s; Helen Dunlop, Helena; and Linda Whiteside, Alberta 99s.

attending the planting ceremony included Gary Buchanan, director of the Department of Commerce; Mike Ferguson, administrator of the Montana Aeronautics Division; James Squyres, representing the U.S. Post Office; Bud Kelleher, manager of the Helena Airport; and Bob Taylor, manager of the Flight Standards District Office of the FAA in Helena.

The 99s first Flyaway in 1963 was in honor of the Amelia Earhart 8 cent commemorative air mail stamp. Two covers were presented at that time to President Kennedy in the Rose Garden. The second Flyaway celebrated the groundbreaking for the International Forest of Friendship in 1973. Seedlings were flown to state capitals on that occasion and one was planted at the FAA office in Helena.

The full spectrum of manned flight was represented at the ceremony on July 24 in Kansas. Nicki Caplin, a 99 from St. Louis, brought her hot air balloons, and Janice Brown, speaker at the banquet, recently received the prestigious Harmon Trophy from President Reagan for her record setting flights in solar powered aircraft. Sally Ride, America's first woman in space, is also a 99.



During the ceremony at the FAA office in 1973, the tree was planted by (from left) H. R. "Bud" Kelleher, Postmaster Jack McNamara, Liz Gunn, Helen Dunlop, and Elsie Childs.



Patty Mitchell presents pine seedling to the state of Montana through Lt. Gov. George Turman.



Lt. Gov. Turman gets a firsthand lesson in tree planting from forester Gary Brown.

Checkrides Foster Aviation Safety

By: Greg Mecklenburg, Bozeman

As an FAA examiner, the question most often asked of me by students and flight instructors alike is "What do you like to see on a private pilot flight check?" This is a very important question because the successful completion of the flight check gives the pilot the privilege of flying passengers anywhere and at any time in the U.S. or Canada. If done properly, the examiner's decision will have the effect of maintaining and improving the safety and efficiency of today's aviation system. It will lead to less regulation and interference from the FAA and, in the final analysis, preserve our right to fly.

In an attempt to answer the above question, it is important to review the objective of the private pilot flight check. Simply put, the objective is to see if the applicant meets the performance and knowledge requirements as specified by the FAA in the Private Flight Test Guide. At the beginning of each flight check, the objective is explained, and I personally brief the applicant on what his options are throughout the flight check.

Both the applicant and the examiner have the option of discontinuing the flight check at any time for reasons of equipment failure, airsickness, weather, etc. A discontinuance does not necessarily constitute a failure. If something happens where it is obvious the applicant blew it and fails as a result, the applicant still has some options. He may, subject to examiner approval, continue with the checkride to find any other areas in which he has a problem; or he can bag it right then and there.

The applicant is the pilot in command for the flight and should be prepared to act as such. This means the examiner should be treated as a passenger. The applicant is responsible for closing the door securely and briefing the examiner on the use of seat belts, shoulder harnesses, smoking, etc.

Know the aircraft! Know the systems — all of them — including fuel, flaps, gear, and electrical. Know the airframe and, most important, know the operating handbook.

A private pilot's knowledge of weight and balance should go beyond the manipulation of the figures. He should know how the landing and stability characteristics are affected by loading an aircraft with a forward or aft center of gravity.

Then comes the cross country. The cross country part of the oral exam is probably the most important because there simply isn't enough time to fly cross country and to check everything that needs to be checked. Pilots are required to know the airspace system and the associated FARs. If he doesn't, he is a hazard not only to himself and his passengers, but to all the rest of us and the general flying public as well.

Student pilots and private applicants are great for whipping out the world's most elaborate nav-logs. It can take them five hours to plan a 45 minute flight. And what do they do with it on the checkride? You guessed it! Throw it in the back . . . with the rest of the excess baggage. Never even look at it! Ground speed check? In the air? You gotta be kiddin'!

Well, I'm not kidding and I usually brief the applicant about what I want at least two times before we even go to the airplane. Here is what usually happens: We're ten miles out, on course (or is it heading?) and this turkey (that's me — the examiner) in the right seat, who is supposed to be a passenger, wants to know when we will be at our destination. INSTANT PANIC! (Why, we're going 70 knots, can't you see the airspeed indicator?) By now I can almost hear the gears grinding in the poor guy's head.

"My flight computer is in the student kit and the kit is in the baggage compartment buried under the hood, camera case, clipboard and loose tow bar (or did I leave it in the office with my plotter?)." At this point I usually fetch the computer and hand it to the poor guy (or gal). If he forgot to get the time off, no way will he be able to give me a ground speed check.

By now the sweat's running and he's ready to bag the whole darned thing.

What we have here is a bad case of checkride-itis. Another name for it is self-induced stress. There are several

things that can be done about checkride-itis. First, the applicant would be under considerably less stress if he were properly prepared. In the example above, he knew what he was expected to do. Prior to entering the aircraft he should have oriented and folded the chart, secured all of the loose baggage and stowed his tools (plotters, computer and nav-log, etc.) so they were easily accessible. While taxiing he should have set up the VOR with the proper course, selected on the OBS, set the clock and set the D.G.

Second, a pilot should never get rattled; and if he does, he should know how to get unrattled. What's the first thing you do in any emergency? FLY THE AIRPLANE! And that is what you do. Then you fall back on your training and take care of one problem at a time.

So what does all this have to do with taking a checkride? Simple. Ask anyone who has met a "tough examiner" on a checkride and he will tell you the whole thing was about 50% emergency. One of the things an examiner wants to know is how the applicant responds to stressful situations.

Through proper training an applicant should be prepared to handle almost any emergency. Frequently during a student's training the instructor should expose the student to short periods of stress. With the proper training, a pilot's tolerance to stress can be greatly improved and thereby make him much more capable of handling any simulated emergency that an examiner can throw at him.

Finally, concerning stress, there are two important points. One, if your instructor has never given you stress management training, ask him to. If he won't do it, find someone who will. Second, stress experienced in any simulated emergency ain't nothing compared to the real thing. Take the time to learn as much as possible about your own stress threshold and do what you can to improve your ability to control yourself and the airplane.

So, what do I want to see on a private pilot checkride? One, a person should know his airplane backward and forward. Two, he should know the airspace system with its associated FARs. Three, he should know what facilities

(Continued on Page 7)

Close Those Flight Plans!



**By: Fred Hasskamp, Chief
Safety and Education Bureau**

Are you careful about remembering to close your flight plan? Thousands of dollars, not to mention hours of needless worry, are spent each year because pilots are careless about closing their flight plans.

Section 91.83(d) of the FARs requires that when a flight plan has been activated the pilot must notify the nearest FSS or ATRC to close or cancel that flight plan. Control towers **do not** automatically close VFR flight plans. That is the responsibility of the pilot.

Flight plans may be filed with any FSS regardless of departure point. The plan will be held by the FSS until one hour after estimated departure time. It will be canceled unless a departure report is received. Once a departure report is received, the plan is activated and the aircraft is considered overdue when communication cannot be established and it fails to arrive within 30 minutes after its established time of arrival.

Checkride - Cont.

are available to him and how to use them. Four, he should have well developed cross country skills and he should be capable of applying those skills to any trip that a private pilot can legally take. Five, he should be able to handle any emergency that could conceivably happen to a private pilot.

Fine, you say, but what about flying? What do you expect there? A wise old flight instructor once said, "If you learn to put it where you want it, when you want it, how you want it, both safely and comfortably" and, I might add, legally, you will have no trouble passing a checkride.

When an aircraft is 30 minutes late on a VFR flight plan, the FSS sends out an information request to FAA facilities. If the aircraft is not located, an alert notice is issued and RCC (Rescue Coordination Center, Scott AFB, Ill.) is notified. RCC then contacts the Montana Aeronautics Division.

A member of the Aeronautics staff is on call 24 hours a day, and once notified by RCC, the staff member on call contacts the search coordinator for the district in which the flight was to have terminated. Sheriffs' offices, airport managers, pilots who volunteer as search pilots, and others are asked to check air fields in the area, and often checks are also made of airfields along the reported route.

In by far the majority of cases, the plane is found safely on the ground — the pilot simply had issues on his mind, and closing the flight plan wasn't one of them. Meantime, the FSS has been kept busy on the phone following up, Aeronautics personnel and others around the state have also invested considerable time.

As an example, the FSS in Great Falls provides service over more than a quarter of the state. As with other FSSs, their communications search for a pilot who failed to close his flight plan takes precedence over any other phone calls. In a recent memo sent through the Helena FSDO office, the FSS in Great Falls reported over 48 unclosed flight plans in a 20 day period. If those 48 aircraft required only 10 minutes (and that's very conservative) of FSS operator's time, that's 485 minutes or over 8 hours of time looking for those planes. Multiply that by the hours that the FBOs, tower, sheriffs' offices, Aeronautics officials, and others have spent, and you can get some idea of the scope of the problem and the expense involved. In not one of those 48 cases was the plane actually in trouble.

The FSS station is as close as a telephone or aircraft radio. Filing a flight plan is an extremely important safety measure. Closing one once the trip is complete saves untold hours of expense and concern. Please remember — **CLOSE YOUR FLIGHT PLAN!**

FSS CLOSURES ROADBLOCKED

The U.S. Congress has taken a giant step toward roadblocking the plans of the FAA to dismantle more than 250 Flight Service Stations nationwide and consolidate those operations into 61 automated FSS facilities. In dramatic fashion, the Congressional Appropriations Conference Committee moved swiftly to adopt Senate-passed legislation and derail FAA's FSS closure/consolidation programs.

John L. Baker, president of the AOPA, which opposes FAA's intentions and aggressively supports the new legislation said, "This is a major victory for AOPA, our members and all air travelers who are dedicated to ensuring aviation safety in the United States." Baker also applauded Senators Mark Andrews (R-ND) and Mark Hatfield (R-OR) and members of the conference committee for their "understanding of the seriousness of the issue and their determination in seeking solutions to a potentially dangerous problem."

The legislation contained in bill HR 3329 prohibits FAA from closing any FSS before Dec. 1, 1983; directs FAA to present to Congress by Oct. 1, 1983, a "... detailed, site-specific and time-phased plan ..." for all FSS closures or consolidations planned during the next three years; and opens the door for any authorizing or appropriations committee of the Congress to request hearings on FAA's Flight Service Station program.

According to Baker, "FAA has been playing a shell game with the flying public on this entire Flight Service Station issue without heeding the concerns of the people who use FSS facilities. Now, Congress has called their bluff."

The bill cuts \$39 million from FAA's Flight Service Station Facilities and Equipment budget request. In all, more than \$250 million was slashed from the Administration's F & E budget. Additionally, the bill recommends FSS staffing levels of more than 4,500 specialists. FAA has planned to reduce FSS staffing to fewer than 2,000 during the next 17 years.

FAA Issues Certificates

PRIVATE

George Klopas Butte
Troy Wanken Chester
David Hardy Fairview
Mark Morse Denton
Kim Mongion Bozeman
Philip Auble Bozeman
Charles Petty Hamilton
Walter Willey, Jr. Hamilton
Kirk Ogrin Missoula
Randall Stevenson Great Falls
Donald Scott Billings

Marilyn Christiansen Billings
Daniel Ervin Kremlin
Gary Pester Hingham
Martin Bullinger Billings
Berton Jurak Busby
Robert Frey Livingston

COMMERCIAL

Joseph Scott Great Falls
Robert Mort, Jr. Great Falls
Morgan Michel Jordan
Lloyd Haffey Billings

MULTI-ENGINE

Donald Burton Big Fork

ATP

Larry Steck Helena

INSTRUCTOR

Vince Bakke Missoula
William Ray Missoula

WINGS

Phase I:

James Fels Billings
Bailey Egan Forsyth

2,500 copies of this public document were published at an estimated cost of \$.25 per copy, for a total cost of \$626, which included \$487 for printing and \$139 for distribution.

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August 1983

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